

There is only one way to cure the DRUG or DRINK HAST and that is to tradicate it first from the system. This is what the Astinarcotin treatment does, and is the main reason of its phenomenal success. It has successfully

TREATED 1000 PERSONS WITHOUT A SINGLE FAILURE Within a week's time it eliminates all NERVOUSNESS and PAIN, bringing on a NATURAL. SOOTHING, DREAMLESS SLEEP. This treatment restores the nerves to a perfectly healthy state, invigorating and strengthening the entire one. NO BAD EFFECTS attuition, is naving.

MORPHINE AND WHISKEY HABIT CURED

OPIUM The crossive use of each of these narcoties or stimulants produces a disease in the user. It is a peculiar disease of the nervous system, and the entire system becomes so incentated that the desire cannot be thrown off by will power, but mist be treated as a disease, and cured the same as any other disease. The wonderful curative power of Antinarcotin has brought hundreds of testimonials similar to the following:

MORPHINE "I feel that my life is indebted to the success of this God-sens remedy. Four years have lapsed since I took the treatment, and I have ALCOHOL not taken one dose of oplates since, nor do I have any desire for it.

"The craving or constant desire for liquor disappears at once. The building up of the nerve force alone is worth the cost of the cure, and to be free from that enving is worth more than

Full information as to the workings of this grand boon to humanity will be given all calling or ling their name and address to (correspondence strictly confidential)

C. H. ROOSE, Manager,

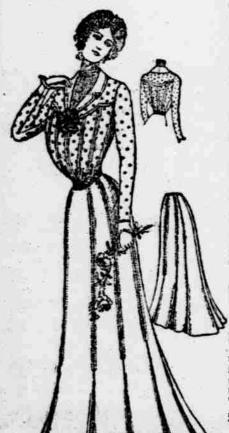
NARCOTISM HOSPITAL

3016 Lucas Avenue, ST. LOUIS, MO.

LADIES' INDOOR TOILETTE. One of the Latest Models for Light-Weight Wools.

Every season the doom of the separate waist is prophesied by fashion writers at home and abroad, but they appear in fresh beauty and attractive fabrics to claim their ned place in feminine favor. This dainty waist is of gray and green

of gray ladles' cloth, waist is mounted on a glove-fitted



8075-LADIES' FANCY WAIST WITH YOKE. Waist, 32, 34, 36, 38, 40 inch bust, Skirt, 22, 24, 26, 28, 30 inch waist.

lining which closes in the center front, the seams and darts being featherboned.

The back yoke is fitted smooth over the shoulders and the fabric, tucked in clusters, is arranged at the scalloped edge and drawn down straight to the waist line. A perfect adjustment is maintained by using an under-arm gore.

The front plastron of tucked mousseline de sole is permanently atrached to the right side and fastens invisibly on the left. It is outlined by a tallor collar and revers of gray cloth. The high stock is of mousseline and a rosette of green velvet is placed in front of the lower edge of the scalloped yoke.

The fronts are tucked and applied plain across the bust, the slight fuliness being arranged in gathers at the waist lines, which is finianed with a narrow velvet girdle.

The correct two-place sleeves flare at the hand, and are faced to a cuff depth with gray cloth.

The skirt is made with seven narrow

hand, and are faced to a cust depth with stray cloth.

The skirt is made with seven narrow gores, reaching almost to the center back gore, which is arranged in a box plait. It is fixed perfectly smooth at the waist and over the hips. The seems are opened, thoroughly pressed and machine stitched. Extensions added on each side of the gores from the point where the stitching ends to the lower edge are arranged in hellow box plaits and fiadly pressed. These plaits graduate in depth from the front to the sides, giving a full, graceful flare to the skirt at the floor line.

Broadcloth, cheviot, Henrietta, Venetian or covert is appropriate material for this mode. The waist may be made of the same fabric if preferred.

To make the waist in the medium size will require four yards of twenty-two inch or three yards of thirty-six inch material, with three-eighths of a yard of tucking for collar and plastron. The pattern, No. 8975, is cut in sizes for a 22, 34, 35, 33 and 49 inch bust measure. To make the skirt in the medium size will require five and five-eighth yards of fifty-inch material. The pattern, No. 7924, is cut in sizes for a 22, 24, 25, 23 and 39 inch waist measure.

Child's Apron, No. 8973.—This dressy little

and 30 inch waist measure.

Child's Apron, No. 8973.—This dressy little apron of fine white cambric is trimmed with lace beading through which narrow blue satin ribbon is run.

The full skirt is gathered at the upper edge and joined to very short body portions that are fitted by shoulder and under-arm seams, and close in the center back with buttons and buttonholes.

The bertha is applied to the low round neck and extends cut over the dress sleeves, giving a becoming breadth to the shoulders. The upper edge of the bertha is headed with beading through which narrow ribbon is run. The full rosettes are a stylish addition.

The skirt is turned up in a deep hem around the button and hemstitched by hand. The bertha is finished in a similar manner. The airon may be tastefully developed in dimily, sawn, swiss, crossbar or plain muslin, with lace and embroidery for decoration.

oration.

Black velvet ribbon is extensively used on these little garments and furnishes a decidedly attractive trimming for pale blue. pink or white aprons, will require two and one-quarter yards of thirty-six-inch material. The pattern, No. 8073 is cut in sizes for children two, four, six, eight and ten years.



2, 4, 6, 8 and 10 years

BE SURE AND FILL IN YOUR CORRECT POST OFFICE ADDRESS. THE REPUBLIC'S ORDER BLANK FOR ANY PATTERNS AND

Send 10 cents (one silver dime) to The Republic Pattern Department, Republic liding, for each pattern ordered, and inclose this blank, properly filled out with ir name, address and bust or waist measure or age for each pattern ordered.

Ladies' Skirt, No. 7924. Price 10 cents-Walst measure......inches.

ABASHED BY MAGNIFICENCE. delicacies mentioned as likely to puzzle the chef and cover the visitor with glory as an epicure, and 'Sam' promised faithfully to spring them all on the waiter and report results. "When I was ranching down on the Colorado River," said a man from Texas, "one of my cowboys was a big, rawboned fellow by the name of 'Sam' Long, who was born in a camp and had never been out of the State in his life. Strange to say, his one great ambition was to go to New York and eat a meal at Delmonico's. To his mind that represented the topmost pinnacle of human luxury. 'It's shorely the limit, boys,' he frequently declared, 'and if I could stack up against it just once I'd be willin' to como back to the cow camp and turn up my toes.' Nobody dreamed that his yearning for a Delmonico meal would ever be gratified, but a rich young New Yorker who owned a place near Painted Binffs spent a week on the ranch, and hearing of 'Sam's' singular expiration, was so amused by it that When I was ranching down on the Colon the ranch, and hearing of 'Sam's' singular espiration, was so amused by it that he invited him to make a trip North as his guest for the special purpose of sampling the provender of the famous restaurant. The news of the invitation created great excitement among the other cowpunchers and they deluged 'Sam' with tips as to what he should order. In some extraordinary manner they had conceived the idea that Delmunico's boasted of being able to provide a guest with absolutely anything he asked for, no matter how outlandish, and that it would be a great triumph for 'Sam' if he could mame something beyond the resources of the larder, Tell them to bring you fried rattlesnake's eggs, said one of the outift: 'I'll bet that'll stump 'em!' Stewed prairie dog, pickled wolves' ears, coyote hash, excus pie, boiled owis' toes and sliced ligards were a few of the other

spring them all on the walter and report results.

"When he finally left with the New Yorker, one of the boys galloped five miles after them to teil him to be sure to demand horned frog on toast. I shell never forget the day that 'Sam' came back," continued the day that 'Sam' came back," continued the Camp by the lower trail and suddenly appeared in the living room like a ghost. They boys were all assembled at supper, and as soon as they saw him they set up a yell. 'How did y' come out?' they shouted. Tell us all about it?' 'Did y' floor 'em?' 'Did they have airy snake eggs?' 'What about them owis' toes?' 'Sam' looked distressed. 'Well, feliers,' he said, sheeplshiy.' I have ter admit they brung me what I ordered. 'And what did y' order?' they bawled in an excited chorus. 'Thi tell ye how it was,' replied 'Sam,' slowly: 'I got so bad skeered after I sot down that I plumb forgot all you tole me, and ordered ham an' eggs.'"

Browne: "He's going to Paris."
Towne: "Business and pleasure com-bined, I suppose."
Browne: "No; on business solely. He's taking his wife with him."

To Reform Him. She: "No, I do not think you would make me a good husband." He: "Ah! But I'm sure you'd make me

RAILROAD NEWS FROM ALL POINTS.

Galveston and Western Railway Now Under Control of the Southern Pacific.

C. P. HUNTINGTON'S LAST DEAL.

Supposed That the Option Price, \$265,000, Was Paid -- Wheat Cars Tied Up-Appointments-Notes.

and will immediately commence placing it in first-class condition.

The deal for the Galveston and Western was consummated in New York by Mr. Huntington just prior to his departure for Racquet Lake, and was one of his last official acts. The Gaiveston and Western is
a standard gauge line, 13.10 miles in length,
extending from Ninth street on Bay Front,
through the center of the city to Nottingham Village, on Gaiveston Beach, also conhecting with the various rallway yards in
the western part of the city. Its possession
gives the Southern Pacific the key to the
terminal situation in Gaiveston. Racquet Lake, and was one of his last ofterminal situation in Galveston

The consideration paid for the property is not stated, and those in a position to know are reticent. Prior to the Galveston, Laporte and Houston Railway, now Gal-veston, Houston and Northern, going into the hands of receivers, that company had the hands of receivers, that company had an option on the Galveston and Western, agreeing to pay \$25,000, providing the Galveston and Western would perfect its franchise through the city. Before this could be accomplished, the Galveston, Laporte and Great Northern was placed in the hands of receivers. It passed through the courts, was reorganized as the Galveston, Houston and Northern and subsequently was purchased by the Southern Pacific.

It is believed by these in a resistion to

Pacific.

It is believed by those in a position to know that Huntington did not pay more than the original option of \$25,000, and possibly much less. The purchase makes the Southern Pacific the dominant factor in the terminal situation here.

KANSAS CITY SOUTHERN. Financial Statement Furnished the New York Stock Exchange.

New York Stock Exchange.

The Kansas City Southern has furnished a financial statement for the listing committee of the New York Stock Exchange. It shows that the operation of the property for the year ended June 30, 1960, gave a surplus over all charges except car trust equipment interest of \$250,756.70, instead of a deficit which brought about a reorganization of the property. The operation on the modified plan shows a reduction in fixed charges of the owned and controlled roads of from \$1.44,250 to \$12,450. The income account of the system for the first year follows:

Bulance 165.08.09
Total system, bulance 167,204.74
A charge of \$193,000 not included in the statement was chorzed to operation, hence the actual bulance is \$267,204.70.

Surplus 5 200,754.79 R. S. Willock has been appointed contracting freight agent of the Louisville and Nashville in a short time to save interest.

R. S. Willock has been appointed contracting freight agent of the Louisville and Nashville in St. Louis vice J. T. Moore, resigned. Mr. Willock is one of the "railroad" \$12,450,00 short time to save interest

MISTOOK HIS CUSTOMER.

How One Train Newsboy Caused a Sweeping Order.

Sweeplug Order.

On September 1 the Lebigh Valley Railroad will stop all newsboys from selling papers on its trains. This rule, which will remove from the road one of its most picturesque features, is the result, it is said, of a recent attempt of one of the newsboys to sell the president of the road a little book of a "Freachy" character, sealed, for \$1.50.

The president was going up the road and was attired in a golf outfit, with knickerbockers and plaid stockings, and the newsboy didn't know him. He shoved the little book into the iap of the president casually examined the whole stock of the newsboy and a few days afterwards a special agent from the coal regions was given an order from headquarters to make a study of the news business and report to him. As a result of the report it is claimed that an order prohibiting the sale of papers on the road has been issued.

TONNAGE AT ST. LOUIS.

Comparative Statement Compiled by Secretary of Merchants' Exchange. George H. Morgan, secretary of the St.
Louis Merchants' Exchange, has compiled a comparative statement, showing the increased tonnage of railroad traffic at this point for the first six months of 1999 and of 1899. The table follows:

Total coal received...... 2,114,595 2,202,139

*68.75 per cent; 171.10 per cent; 131.25 per cent; 138.90 per cent. WHEAT TIED UP.

Blockade on Santa Fe Lines for Twenty Miles.

Kansas City, Mo., Sept. L.—The extensive yards of the Santa Fe Rallway Company in Argentine are almost exclusively eccupied with cars of wheat, which it is impossible to move. It was estimated that there were twenty miles of wheat cars there this morning.

twenty miles of wheat cars there this morning.

The trouble is said to be due to the inability of the Chicago division of the road to handle the great inflow of wheat from the various branch lines in Kansas.

The difficulty is not so much from a car famine as it is due the lack of motive power to keep the lines cleared. All other roads in Kansas are unable to handle the wheat offered. All the elevators are full, and the farmers are dumping wheat in big piles on the ground near the railroad stations.

MOBILE AND OHIO OFFICES.

Formally Opened by the President in Formally Opened by the President In the Fullerton Building.

The general offices of the Mobile and Ohio in the Fullerton building were formally opened yesterday morning. They occupy the northwest wing of the building on the seventh floor and are handsomely fitted up and furnished. President E. L. Russell and General Freight Agent Halden Miller acted as hoets on the occasion, and received the numerous callers who came to inspect the new quarters.

Colonel Russell and his family will go from St. Louis to Gienwood Springs, Colo. for a brief sojourn.

Private Car Lines.

Private Car Lines.

The uses and the abuses of private car lines furnish always a fraitful subject for discussion at the meetings of traffic and transportation officials, says the Railway Age. The latest effort to bring these annexes of the railway system under better control is reported from Texas, where, it appears, the icing charges on refrigerator cars are to be doubled. Some other reforms are contemplated in the same connection. Innovations of this kind frequently look easy enough on paper. The difficulty is to make them stand the strain of competition. The "private car question," like the "large car question," like the "large car question," has arisen out of the real or imaginary necessity for the getting of volume of traffic more or less regardless of net income. The exchequers of the railways as the contemplated in the many and the following appointments to day:

William Slaughter, Inspector of Ores of the city of Fayette, for a term ending June income.

MILLION AND A HALF.

Large Cash Remittance of Santa Fe Treasurer for One Month. REPUBLIC SPECIALA

REPUBLIC SPECIAL

Topeke, Kas., Sept. 1.—Edward Wilder, treasurer of the Santa Fe, remitted to the New York office of the company to-day the greatest amount of cash ever sent there in one menth in the history of the road. This was \$1,551,000. The remittance for the month of July more nearly approached it than any month's remittance for several years. The July amount was \$1,50,000.

This encormous shipment of cash is a powerful illustration of the prosperity new being enjoyed by the Santa Fe road. The great freight traffic which started over a year ago has continued with but little fluctuation, and the past year has been the best for passerger business that the road has known.

HUNTINGTON'S SECCESSOR. Much Interest Manifested in California Over New York Reports.

ments—Notes.

San Francisco, Cal., Sept. 1.—In local Southern Pacific circles the greatest interest is being taken in the dispatches from New York to the effect that the Speyers, as representing the controlling stock in the Southern Pacific, intended to elect some man not connected with the company as C. P. Huntington's successor to the presidency. No definite information regarding the new president is obtainable in this city, as the only two officials who would be likely to know anything about the subject, H. E. Huntington of the Galveston and Western to-day and will immediately commence placing it in first-class condition.

EVERY WHEEL TO STOP.

Tribute of Honor to the Late President of the Memphis Line.

Big Four Income Accounts. The Big Four's income accounts for 1900 and 1899, arranged in such a way as to bring out the standing of the two classes of stock, present the following comparison:

Figlance \$ 1,772,983 \$ 723,690 Common stock dividends \$35,800

Burlington Extensions.

Burlington Extensions.

It is reported that the Burlington has completed surveys from its present western terminus in Wyoming at Guernsey to Ogden. It is intimated that at that point connection will be made with a new line built and owned by Sait Lake contractors, supposed to be working in the interests of the Ogden Short line. It also is reported that the Burlington will connect with the proposed new transcontinental road by way of Ogden, Sait Lake City and Ploche, which is understood to have the backing of W. A. Clark of Montana.

Hervey City and St. Louis Line.

REPUBLIC SPECIAL.

Pana, Ri., Sept. 1.—Almost the required amount for the building of the Hervey City and St. Louis electric line has been received and it is claimed by the promoters that the balance will be forthcoming Monday, which assures the construction of the road. The right-of-way between Hervey City and Pana has alresty been secured. The road will run on an air line from this city to St. Louis.

L. & N. Contracting Agent.

boys." who has risen from the ranks. He has been an employe of the Louisville and Nashville for the past ten years. His hendquarters will be at No. 206 North

New East St. Louis Agent. J. M. Davidson, for many years local agent of the Baltimore and Ohio Southwestern at East St. Louis, has resigned to accept another position. His successor will be L. B. Lewis, who for several years has been agent of the company at Chillicothe, O. Mr. Lewis will at once assume the duties of his new position.

Colonel Jones's Denial.

Colonel Jones's Denial.

REPUBLIC SPECIAL.

Fort Worth, Tex., Sept. 1.—Colonel Morgan Jones denies emphatically that he has any connection with the railroad proposed to be built from Salt Lake to Los Angeles, Cal., or San Francisco, as alleged in dispatches sent from Fort Worth to some papers. He says the story should be denied in justice to others named in that connection.

For the Orient Line.

Kansas City, Mo., Sept. 1.—A corps of engineers will leave immediately for Old Mexico to construct seventy-five miles of the Kansas City, Mexico and Orient Railway between Port Stilwell, the proposed Pacific Coast terminus, and Fuerto. The rough work will be performed entirely by Mexican laborers. Rock Island's New Branch.

REPUBLIC SPECIAL.

Fort Worth, Tex., Sept. 1.—The Rock Island announces the opening of its new line from Chickasha, I. T., toward Quanah to Mangum, Greer County, Ok., formerly Greer County, Texas, and that train service begins Monday next. The distance is unnety-eight miles, almost due southeast. Commercial Agent at Waco.

REPUBLIC SPECIAL.

Waco, Tex., Sept. L.-G. W. Barnhart was installed as commercial agent of the Cotton Belt at Waco to-day, vice E. P. lavis, resigned, to accept a position on the Houston, East and West Texas Railroad at Nacogdoches, Tex. Personal and Current Notes.

-C. S. Crane, general passenger agent of the Wabash, has gone to Detroit.

-Southwestern lines have gratifed reduced rates within a limited territory for the State Pair and Reunion at Oswego, Kas., September 4 to 8.

Worfel residents Fair and Reunion at Oswego, Kas., September 4 to 8.

—George B. Warfel, assistant general passenger agent of the Balthnore and thin Southwestern, returned to headquarters yesterday from a trip West.

—The Railway Journal for September has a remarkably fine half-tone cut of F. H. Britton, the handsome and talented vice president and general manager of the Cotton Belt system. A sketch of Mr. Britton's railroad career accompanies 1.

—George J. Bradley, commercial agent of the Southern at St. Louis, went out to Kinloch yesterday and discovered that there were some "light-fingered gentlemen" there, who were swifter than the harses. He is minus a pocket case containing all his passes.

He is minus a pocket case containing all his passes.

—A. de Figueiredo, assistant manazer of the St. Louis Transfer Company, has returned to his desk after a period of recreation in and about New York City, and on the coast. He is looking hale and hearty and prepared to see that the St. Louis Transfer Company gets 29 per cent of the business between St. Louis and East St. Louis this fall—probably.

—A table recently published thows that twenty-six railway lines entering Calcago have 447.045 freight cars equipped with automatic couplers. This number is tematkable, in itself, and is especially notable from the fact that it represents just about are third of the entire freight car equipped in the United States. It is also interesting to learn that only 12.854 of the nearly 160,000 freight cars owned by these twenty-six lines, or less than 3 per cent, are now unprovided with the prescribed safety appliances, and it is probable that these cars are not employed in service necessitating such equipment.

Guberastorial Appointees.

a whole would gain if it should be found possible to predetermine ton-mile cost with some approach to exactness. Private car owners, like other shippers, could then be dealt with more intelligently. A LIBERAL OFFER

As is our custom at this season, we have made

up all of our short lengths and patterns to be dis-

continued into

OF ALL SHAPES AND SIZES. >

These goods are all of the best regular makes and represent all that is the most popular in fabric, design and coloring. As 9x12 is the average, we mention prices on that size; but all the others, larger and smaller, are to be sold in the same proportion.

9x12 TAPESTRY BRUSSELS. in all the new patterns, match borders, room size, at.....

9x12 TAPESTRY BRUSSELS,

ready to lay on your floor, at

Strong, elegant Carpets. Will wear for years.

better quality, very handsome,

Very highest grade. Beautiful patterns and artistic colorings, at 9x12 BEST BODY BRUSSELS,

9x12 TAPESTRY BRUSSELS.

Stylish designs, at.....

9x12 WILTON VELVET RUCS, the most exquisite patterns, soft and luxurious. All styles, at

Fourth and Washington Ave.

CARPET CO.

NOTICE: On account of Labor Day, Monday, our store will be closed at noon, but the sale will be resumed on Tuesday Morning and continue all the week.

WENT TO THE WAY THE

INGALLS AND THE INTERVIEWERS.

Late Senator's Pleasant Ways of Withholding Much-Desired Information.

HOW HE ONCE WAS TRAPPED.

Talked Music to a Reporter, Who Threatened to Print His Remarks Unless Given Something Better.

The Republic Bureau, 16th St. and Penneylvania Ava. Washington, Sept. 1.—"John J. Ingails wasn't a hard man to interview-indeed, he was singularly approachable and unusually amiable to newspaper men, whom he trusted career during which he didn't want to talk for publication, and I was assigned to extract an interview from him during one of those periods," said one of the leading Washington correspondents this evening. "It was shortly after Ingalls had been defeated for the United States senatorship," he continued. "Senator Ingalis drifted into Chicago a few weeks after the unfortunate event-as unfortunate for Kansas

as it was for Ingalia, in my opinion-and put up, as usual, at the old Grand Pacific Hotel. I was a reporter for my paper at that time, and my city editor rounded me up and told me that he wanted me to drill a long, high-grade interview out of Ingails. I rather felt that I was up against it when I got the assignment, for ingalis had been as close-mouthed as a clam since his defeat, contenting himself with sardonically telling the newspaper men in other cities who are the newspaper men in other cities who approached him that in his capacity of 'states-man out of a job' he didn't have anything man out of a job he didn't have anything to say that would be of interest to the public. I had often met Ingalis and knew him pretty well, and I was quite familiar with the fact that when he didn't want to talk he had a knack of 'fanning' interviewers such as few men in public life in his day

"I set off one dark afternoon, the day after Ingails's arrival in Chicago, to 'get the talk out of him.' When I told Paul Gore, the Grand Pacific's chief clerk, to send my card up to the Senator, Paul leaned over the hotel desk and whispered to me that Ingalls was in a very crusty frame of mind, and the control of the chief processor of the control of the chief processor. the hotel desk and whispered to me that ingalis was in a very crusty frame of mind, and that, although he had received representatives from a number of the papers that afternoon, he had 'passed' 'em all up', as Gore put it, without giving them so much as a 'phrase that could be twisted into an interview.' It was a good tip. I sent my card up, anyhow, and shortly the belibay breught back word that the Senator would see me in the parior in about a quarter of an hour. So I went up to the second floor, where the big, dim-lit parlor of the Grand Pacific was located.

"It was dull work sitting there and twiddling my thumbs while I waited for the statesman out of a job' to come down, and so, noticing an open plants over at the end of the parior, I crossed over to it and sat down before the instrument. In my early youth I'd been clubbed into practicing three or four hours a day on the plane, so that I was able to strum pretty fairly on the instrument. I put my foot on the soft pedal and began to run over some of the old things that I remembered—a snatch of this, a fragment of that and a small section of the other—just to divert myself until the eminent Kansan made his appearance. I became so interested that I didn't notice the passage of time, but played on softly, trying to dig up remnants of my repertoire, when I heard a slight, half repressed cough behind me, and wheeled around on the stool. There, in the dark corner opposite me, sitting on a sofa, with his long legs crossed and a peculiar smile on his thin features, was Mr. Ingalls. I jumped up, of course, and started over to him.

"Ton't stop,' said he, motioning me back to the piane. Go right ahead. I'd rather listen than talk."
"I had quite a natural feeling that he was jollying me, and so I shook my head in my well-known gracious manuer, took his extended hand and asid:

"Well, Senator, begin at the beginning

and tell me the whole thing. You needn't hurry. I've got lots of time. You can take the narrative back twenty years, if you so desire. All I want is a whole lot, that's all. I'll take you down in shorthand, so that you'll be sure you're quoted right. What, for instance, is the condition of politics in the State of Kansas?"

Talked About Music.

"Mr. Ingalis looked me over with a quizzical smile, uncrossed his legs and crossed them the other way, cleared his throat and said:

"'As between music of the Italian and music of the German schools I find myself in a dilemma. The sensuousness, the passion, the warmth, the melody, the heart interest, the humanness, so to put it, of Italian music appeal to me strongly, and sometimes have inspired me to—
"To flights of eloquence, such as it would be a delight to listen to, Senator,' I interrupted, 'did one not particularly want to

sometimes have inspired me to—
"To flights of eloquence, such as it would
be a delight to listen to, Senator,' I interrupted, 'did one not particularly want to
find out something at first as to the condition of politics in the State of Kansas.'
"—and sometimes have inspired me to
dream that, with the vast annual influx of
Italians to these shores, we Americans shall
at some remote day develop composers
worthy to class with the most eminent
Italian masters of the amiable and elevating
art of music. Yet, for all that, I fear that
there is a soporific and saccharine quality in
the great bulk of Italian operatic music.
It is too sugary, most of it. It appeals to
the senses, but not to the intellect. Therein
lies the difference between Italian music
and German music. German music—the
music of Wagner, we will say—appeals directly and convincingly to the intellect. It
is neither inwary nor maudin. It containeth no candied ballades to my lady's eyebrows. It is mescullae music, whereas
much of the Italian music, melodious as it
may be, and admittedly is, seems to me to
be effeminate. Put Verdi's 'Adia' beside brows. It is mesculine music, whereas much of the Italian music, melodious as it may be, and admittedly is, seems to me to be effeminate. Put Verdi's 'Aida' beside Wagner's 'Lohengrin', both works are masterpieces. Well, 'Aida' is Nile music; it is dreamy; it is the last note on the languor-cus in music; it affects one like a heavy, beady old wine; the melody is simost too overpowering for endurance. 'Aida' affects some women like a too-heavy fragrance of flowers. Then, 'Lohengrin' 'Lohengrin' is at times as clear and cool as a mountain lake. Whatever of sensuousness it possesses is the sensuousness of the open air, of the meadow and forest; it is healthy; it is vital; it is strong; it is sometimes brutally masculine. There are notes in it that sound like whitecaps of joy bufsting on rockbound shores. From 'Aida' to 'Lohengrin' is like escaping from a drawing-room wherein all of the perfumes known to femininity are fighting for the mastery into a cool space wherein blow the cool, healthful zephyrs of the night-wrapped woodlend.'

Couldn't Change Subject.

"Thus Ingalis went on for half an hour or more. I know that it would be nursely

of the night-wrapped woodlend.'

Couldn't Change Subject.

"Thus Ingalis went on for half an hour or more. I know that it would be purely idle for me to try to switch him to the subject of politics. Moreover, I enjoyed studying the wonderful versatility of the man. I had never heard him utter a word, publicly or privately, that would lead any one to infer that he knew the difference between the 'Old Kentucky Home' and 'The Pilgrims' Chorus' from Tannhauser, and here he was-just for the sake of 'fanning' me, I well knew, and diverting himself at the same time-talking of the demi-gods of music in a manner that clearly showed him absolutely familiar with his subject. It was one in a sort of trance. When he reached his final pause, however, and turned to me with another of those shrewd, quizzical smiles of his, I played a little card of my own on an instant's thought.

"That's mighty hot stuff, Senator,' said I. It beats anything you could have said on politics all hollow. I can dress up this talk of yours on music into about two double-leaded columns, and it'ill sure make a hit. I'll just run down to the writing-room and—"But Ingalis had me by the arm and de-

room and—
"But Ingalls had me by the arm and detained me. It was all good-natured of course, but he saw that I had the whip hand, and he proceeded to give me a 'scoop' talk on politics, State and national, that was quoted all over the country for weeks afterwards."

THE PRODUCTION OF CAVIAR. From the Scientific American.

Two distinct varieties of caviar are manufactured in Russia—the granulated and the pressed forms. The granulated form is obtained by passing under pressure through a fine-meshed sieve. The small eggs pass intact, but the envelopes are retained in the sieve. To these pure salt is added in the proportion of one-twentieth or one-fortieth. It is intimately mixed with the eggs by means of a kind of wooden spoon. The caviar is then ready for consumption. It is packed in round metallic boxes of one and a half to five pounds, and enveloped in parchment for transportation. The pressed caviar keeps better than the granulated form.

caviar keeps better than the granulated form.

To obtain it the fresh caviar is treated with a solution of sait at 25 degrees Raume until the eggs have acquired a certain degree of bardness. This operation requires considerable skill and experience. If allowed to stay in the solution too long the caviar will be too saity, and if not long enough the eggs cannot be preserved. The caviar is then put into small sacks, which are pressed under a screwpress to drive out the excess of sait. It is packed in barrels containing up to 1,000 pounds, or left in the original sacks, which measure \$20 inches. The average export of pressed caviar for the three years, 1896 to 1896, has been more than 1,000 tons, representing a value of \$1.-

ALASKAN NATIVES IN DIRE DISTRESS.

Governor Brady Writes Secretary Hitchcock of the Terrible Conditions There.

MANY DEATHS FROM DISEASE.

In Some Places One-Fourth of the Helpless Victims Have Died-Scenes of Suffering and Want Unparalleled.

Washington, Sept. 1.-Governor Brady of Alaska in a letter to Secretary Hitel cusses the distress in Alaska, which tho

"I left Sitka II a. m. July 21 and arrived

here last evening at 8 o'clock. While com-

places to wood up, and where I had the opportunity I went among the natives "At a place called Greyling, some 50 mile from here, I saw that the natives were

were in a very deplorable condition. Some were lying groaning on the ground. I saw relief. Even the subtrader at the place was

sick in bed.

"This morning the Bear arrived from Siberia and different points along the Alaskan coast and reports a terrible state of affairs among all the natives. In some places the natives report that more than one-half of them have died, and where the revenue officers have been able to investigate about one-fourth have died in places.

"The epidemic seems to come in the form of la grippe, attended by pneumonia or measles or both. The natives seem to become stupefied and utterly helpless and its down to die. I find that the officers of the Treasury Department have taken this mat-

Government can make no mistake in backing him up with supplies to relieve these stricken natives. He is well acquainted with all the traders and knows what ones to trust and whom to avoid." Governor Brady also compliments the work of Colonel Joseph F. Evans, the special agent of th. Treasury Department.

DR. TALKS OF FOOD.